



III – ORIGIN-DESTINATION ANALYSIS

An analysis of auto and transit trips originating in (produced) or destined to (attracted) the 29th Street and Southwest Corridors, was completed as part of this busway feasibility study. Origin-destination analysis sheds light on future ridership numbers arrived at as part of the forecasting process (see Chapter IV). It can be a valuable tool in understanding the nature of trips generated in the area, in planning marketing activities and in identifying potential markets for transit service.

For purposes of the origin-destination analysis, an area approximately one mile north and south of the 29th Street and Southwest Corridors was defined as the corridor study area (see Figure 6). The Metropolitan Councils’ regional travel forecasting model was used to project year 2020 trip origins and destinations.

2020 WORK TRIPS

The corridors attract 95,200 work trips per day and produce 68,000 work trips (see Tables 1 and 2). Corridor-to-corridor trips make up a notable number of all work trips (10,900) and many of these would be served by the proposed transit service.

Table 1 – 2020 Work Trips Attracted to the Corridor by Origin

Origin	Number of Trips	Percentage of Trips
Corridor	10,900	11%
Other Locations	84,300	89%
Total	95,200	100%

Of the 68,000 work trips produced daily in the corridors (see Table 2), 27 percent or 18,300 are destined for the Minneapolis CBD. This also represents a rich market for potential transit users. (However, the vast majority of work trips (89 percent for attracted trips and 53 percent for trips produced) are either destined for or arriving from areas other than those directly served by the proposed transit service. This predominance of corridor trip destinations and origins from some place “other” than the Minneapolis or St. Paul CBDs, or the University of Minnesota repeats itself throughout the tables that follow. This pattern of dispersed travel to disparate rather than aggregated locations is consistent with regional and national trends as suburb-to-suburb trips become a significant travel segment and trips beginning or ending in downtown CBDs decline.)

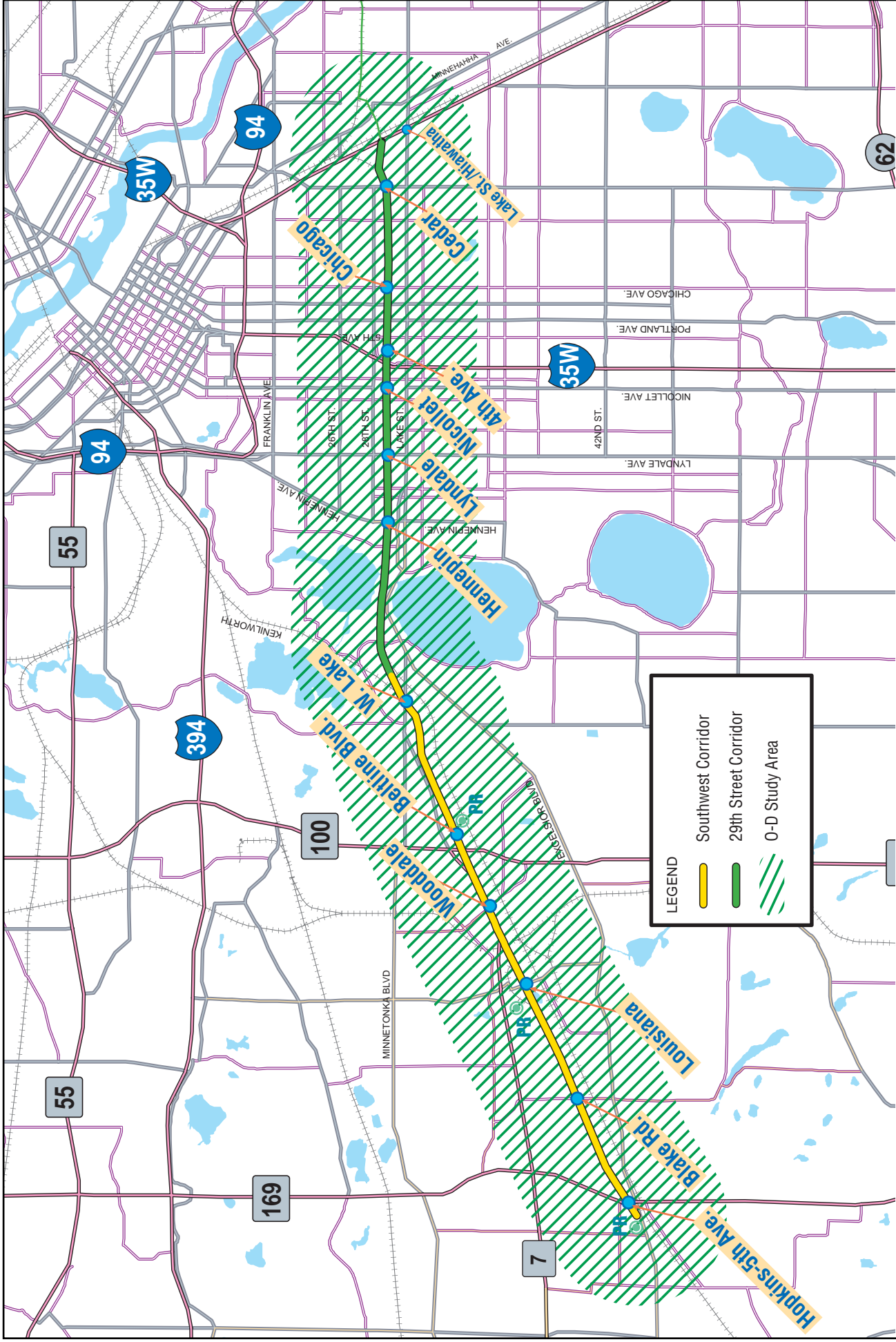


FIGURE 6

ORIGIN-DESTINATION ANALYSIS STUDY AREA

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Table 2 – 2020 Work Trips Produced in the Corridor by Destination

Destination	Number of Trips	Percentage of Trips
Corridor	10,900	16%
Minneapolis CBD	18,300	27%
University of Minnesota	1,800	3%
St. Paul CBD	1,000	2%
Other	36,000	53%
Total	68,000	100%

2020 NON-WORK TRIPS

It is interesting to note that fully three times as many non-work trips are produced and attracted to the corridors than are work trips (Tables 3 and 4). Overall, the corridors are a slightly greater producer (233,000) of trips than attractor (230,700). In fact, the corridors are a significant producer and attractor of trips, with 94,700 total daily non-work trips or 41 percent beginning and ending their journey in the corridors. Another large producer and attractor of non-work trips in the corridors is the Minneapolis CBD, with 25,300 daily trips destined for Minneapolis and 14,500 daily trips attracted to the corridors from the Minneapolis CBD.

Table 3 – 2020 Non-Work Trips Attracted to the Corridor by Origin

Origin	Number of Trips	Percentage of Trips
Corridor	94,700	41%
Minneapolis CBD	14,500	6%
University of Minnesota	4,500	2%
Other	117,400	50%
Total	230,700	100%

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Table 4 – 2020 Non-Work Trips Produced in the Corridor by Destination

Destination	Number of Trips	Percentage of Trips
Corridor	94,700	41%
Minneapolis CBD	25,300	11%
University of Minnesota	15,000	6%
Other	98,000	43%
Total	233,000	100%

MODAL SPLIT

A final variable in the origin-destination analysis was the modal split of travelers in the 29th Street and Southwest Corridors (see Tables 5 and 6). By far, the highest modal split for transit users is for those trips produced in the corridor and destined for the Minneapolis CBD with 50.6 percent (22,100 trips) of all downtown-bound trips using transit. Looking at total transit trips, it is clear that trips originating in the corridor are more apt to use transit (10.8 percent of all trips) than trips entering the corridor (3.6 percent of all trips).

Table 5 – Mode Split of 2020 Trips Attracted to the Corridor by Origin

Origin	Transit		SOV		HOV		Total
	Number	Percentage	Number	Percentage	Number	Percentage	
Corridor	3,500	3.3%	100,700	95.4%	1,400	1.3%	105,600
Minneapolis CBD	3,000	19.2%	12,400	79.4%	225	1.4%	15,600
University of Minnesota	300	6.0%	4,700	91.5%	100	2.5%	5,200
St. Paul CBD	25	4.8%	650	91.3%	25	3.8%	700
Other	5,000	2.5%	181,000	91.0%	12,800	6.5%	198,800
Total	11,825	3.6%	299,450	91.9%	14,550	4.5%	325,900

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Table 6 – Mode Split of 2020 Trips Produced in the Corridor by Destination

Destination			SOV		HOV		Total
	Number	Percentage	Number	Percentage	Number	Percentage	
Corridor	3,500	3.3%	100,700	95.4%	1,400	1.3%	105,600
Minneapolis CBD	22,100	50.6%	19,600	45.0%	1,900	4.4%	43,600
University of Minnesota	1,200	7.3%	14,300	84.8%	1,300	8.0%	16,800
St. Paul CBD	475	21.0%	1,525	67.8%	250	11.2%	2,300
Other	5,400	4.1%	120,500	90.7%	6,900	5.22%	132,800
Total	32,675	10.8%	256,625	85.2%	11,750	3.9%	301,100

ORIGIN-DESTINATION ANALYSIS SUMMARY

Although the origin-destination analysis was limited in its ability to separate Southwest Corridor trips from 29th Street Corridor trips and did not distinguish urban from suburban trips, some trends did emerge.

Based on the projected mode split (Tables 5 and 6), the largest market that exists for transit in the 29th Street and Southwest Corridors is for those trips originating in the corridors. In fact, a trip begun in the corridors is almost three times more likely to be made by transit than is one coming into the corridors. Every day 105,600 trips begin and end in the corridors and many of these could be well-served by the proposed transit service.

Fully half of all trips begun in the corridors and destined for the Minneapolis CBD are made by transit. Only about 20 percent of trips originating in downtown and bound for the corridor use transit. Overall, the corridor is a greater attractor of work trips than producer (95,200 daily work trips attracted vs. 68,000 daily work trips produced) and this “reverse-commute” market could potentially be captured by a direct-connection service to the corridor.